

JST Steering Column Pod Installation Guide

Thank you for purchasing the JST Steering Column Pod. Before using this product please read all instructions carefully. Please pay particular attention to warning advice.

To ensure proper and safe installation, please bring this kit to a professional shop with the proper tools and experienced personnel.

To installation personnel:

Please review the manual thoroughly before completing installation and turning over automobile to customer.

Precautions:

- Do not drop or strike the gauge as this may permanently misalign the needle.
- The gauge pod is meant to be secured via provided bolts to the steering column cover. This is the ONLY method that is recommended. Attachment via adhesives is NOT safe. The gauge and pod can come loose and become a projectile in a collision and can cause physical harm or even death. The pod MUST be secured to the steering column cover with the provided hardware.
- Do not use solvents or abrasives to clean the pod and gauge. This will damage the finish or lens of the gauge.
- These instructions were specifically written for the 02-7 Subaru WRX and 04-07 Subaru STi. If the automobile is different, please adjust installation procedures accordingly. If the automobile does not have a removable steering column cover or installation onto the cover is not secure, DO NOT proceed.

Installation:

Secure the car in a level, safe, working environment.

Remove the intercooler (numbers of each step is located on the picture of the intercooler)

1. Remove two bolts for intercooler brackets(12mm)
2. Remove three vacuum lines on the pipes connected to the I/C
3. Remove two bolts from BOV(do not disconnect any hoses from the BOV)
4. Loosen throttle body/I/C clamp(on the T/B side) and turbo/intercooler pipe clamp

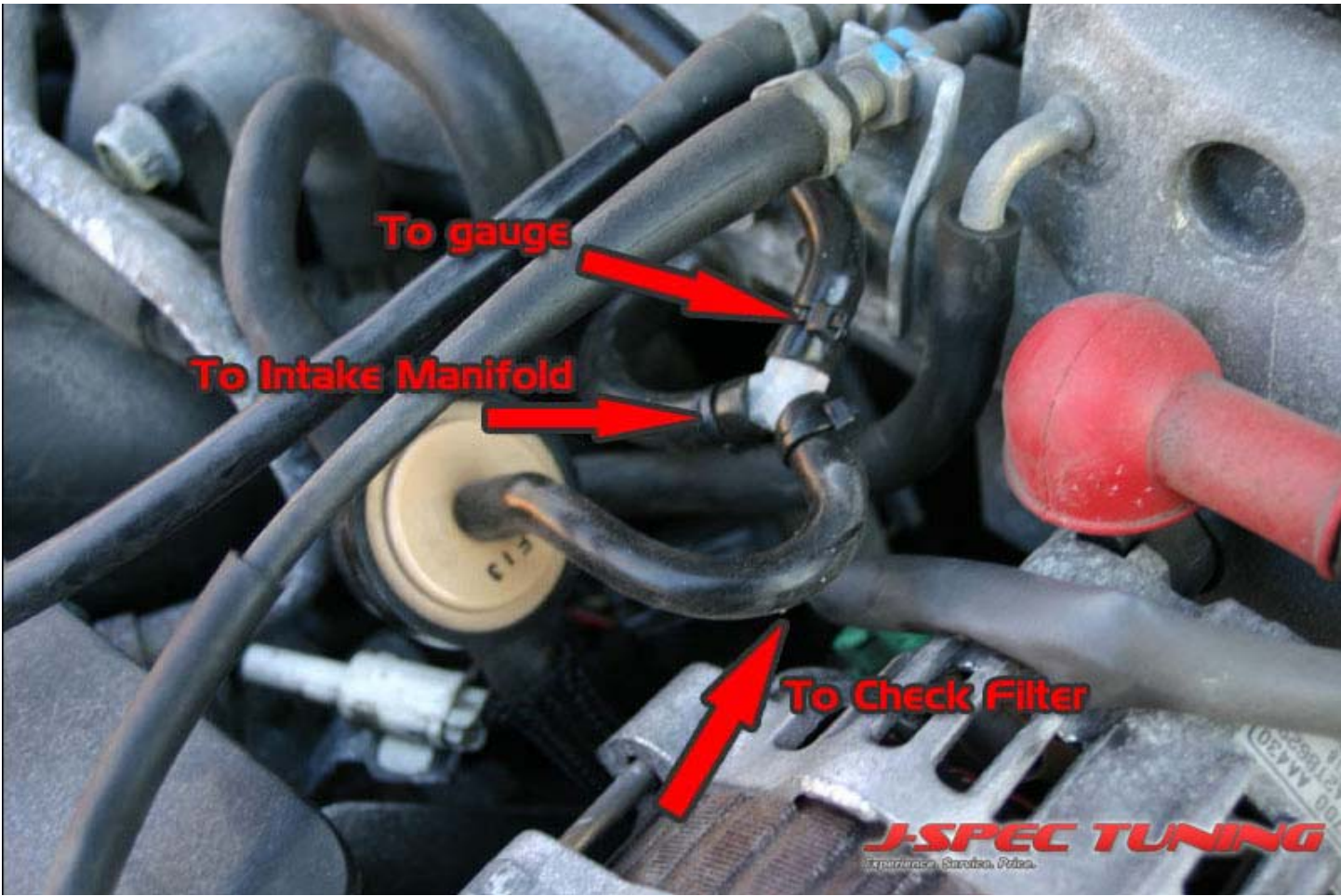
Lastly, wiggle intercooler off.



The next steps will involve tapping for boost pressure.

Get 3-Way T-Connector. This item is included in the Omori boost gauge kit. Although the connection is tight fitting, we recommend use of microclamps to ensure the hoses do not come loose under boost.

Locate the hose under the throttle cable (Intake Manifold hose). Take the hose from intake manifold that goes to check valve, take off end that connects to the beige check valve. Insert "T" between intake manifold and this check valve.



Locate the blind grommet for removal.



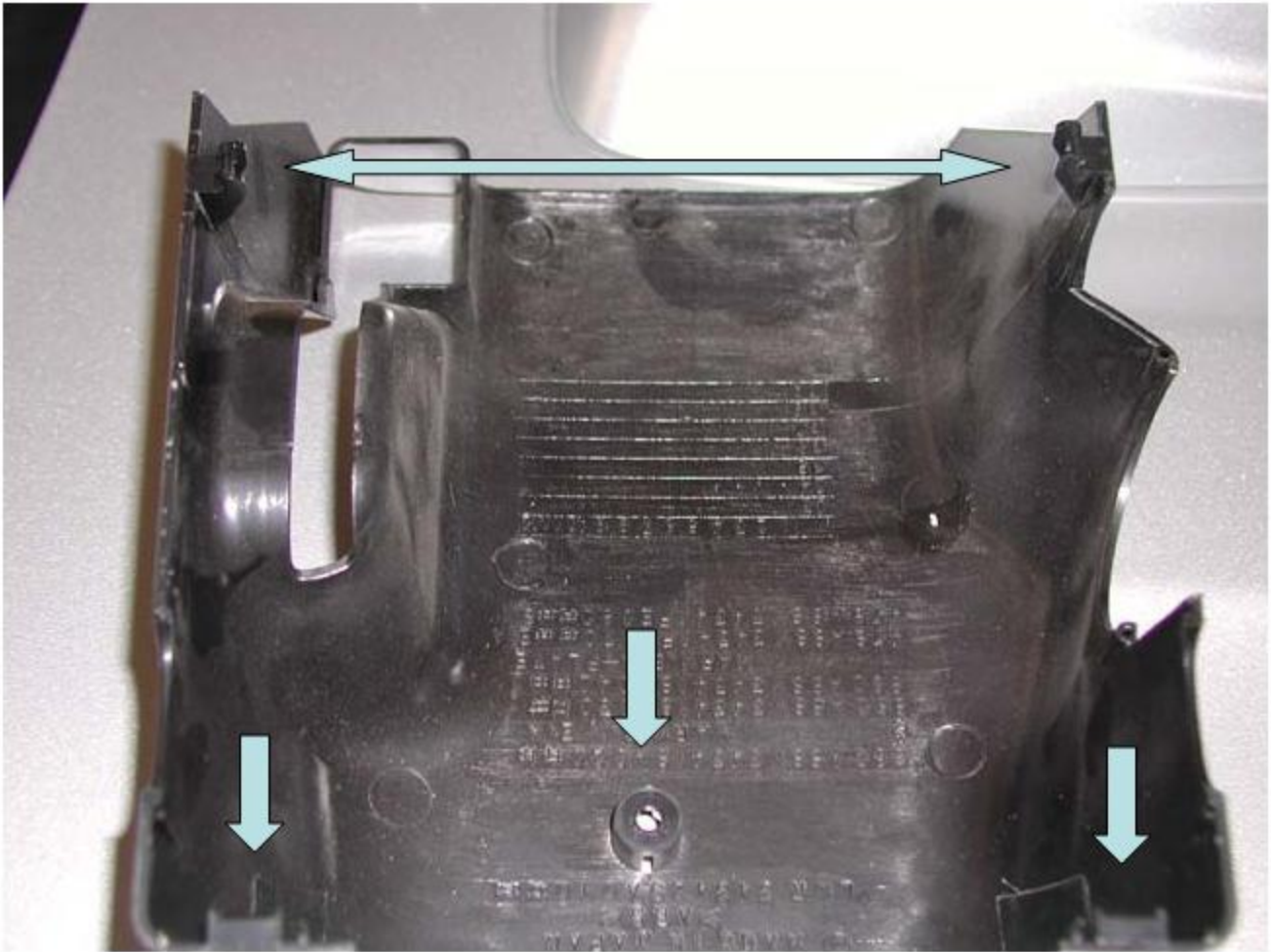
Remove the blind grommet and cut a small slit in the middle. Thread the other end of the boost hose through the blind grommet and through the firewall. Be sure to route it safely, keep the hose away from any moving belts, heat, etc...
Replace the grommet.



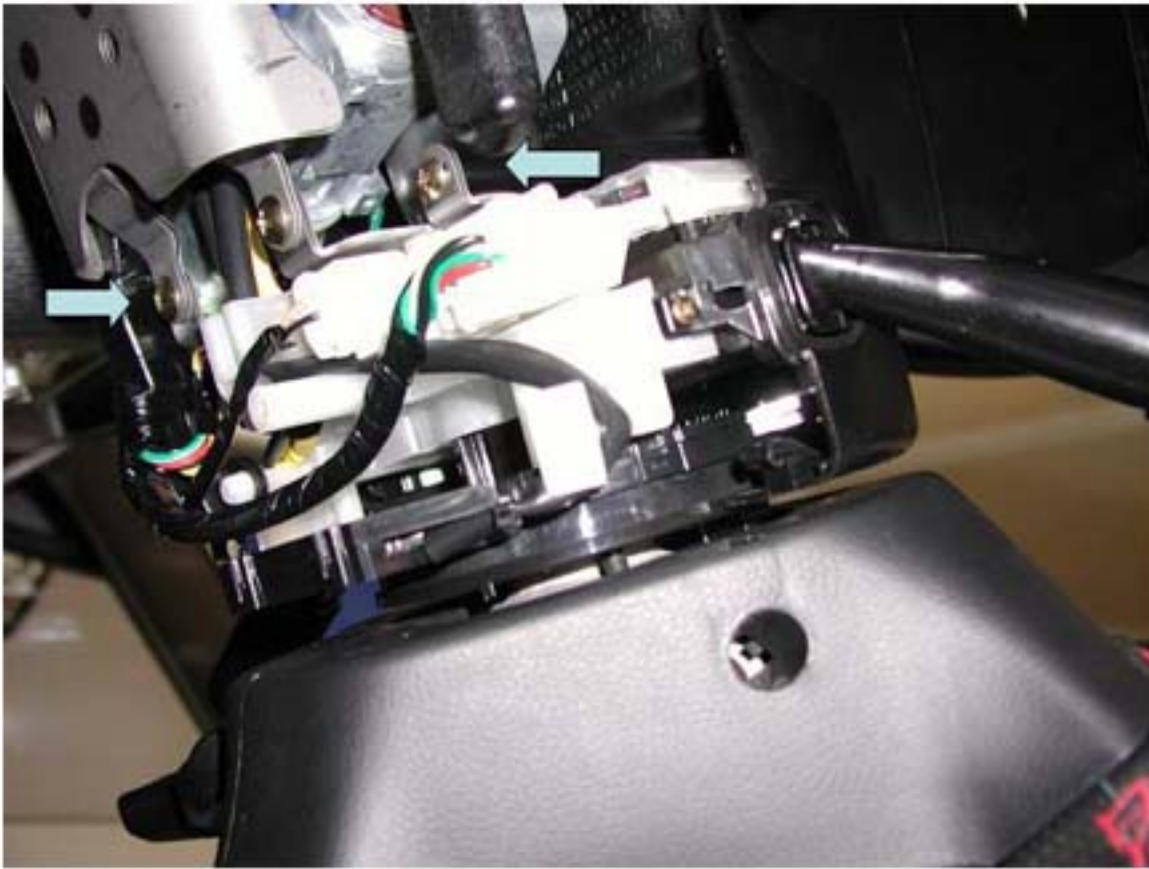
Remove the bezel and driver's side lower cover assembly of the instrument panel.



Next remove the bottom cover on the steering column. Unscrew the single bolt and squeeze in the bottom cover slightly to detach the four latches. A picture of the bottom cover is shown below.



Before removing the top cover, place the pod in position and mark with a wax pencil or other non-permanent instrument where the pod should be placed for the least obstruction of dash. Next remove the top cover by unscrewing two bolts. You may need to unscrew the dash gauges to make room for removal of the top cover. There should be no need to completely remove the dash gauges. Just remove the screws holding down the dash gauges, move the dash gauges aside slightly and slide the top steering column cover off.



Place the included drilling template on the top cover and tape it down. Using a 9/16 drill bit, drill two holes where the bolt symbols are. Take particular care line up the “Front” side of the template to the side of the cover that faces the driver. Align the template as close to the front edge of the cover WITHOUT going over. ***Installing the pod far over the top cover, front edge will interfere with steering and cause unsafe situations.***



Secure the pod to the top cover with the included bolts, friction washer and nuts. Place the friction washer between the nut and bottom of the cover. See pictures below.





Place the top cover with the pod back on the steering column. Reattach the dash gauges if necessary and bezel. Insert the gauge into the pod and secure it down with the included brackets and nuts. Tighten until there is firm resistance. DO NOT over tighten.

Thread the wiring harness and boost hose through the hole in the rear pod cap. Attach the wiring harness and boost hose to the gauge.

There are four wires. Connect the wires as follows:

Red: Connect to ignition wire

Green: Connect to ignition wire

White: If you would like the backlight to come on all the time – day or night, then connect to the ignition wire. If you would like backlight to come on ONLY when the headlights are turned on, connect to the switched lighting or small accessories wiring.

Black: Connect to ground.

For 02-07 Subaru wiring, the combination is as follows:

Omori Wiring	Subaru Wiring
Red	Yellow/Green wire
Green	Yellow/Green wire
White	Yellow/Green wire (if “always on” backlight is desired)
White	Pink/Blue wire (if backlight is on only when the headlights are on)
Black	Black

We have had good luck running the wires to the center clock harness. Remove the center clock. Unlatch the power harness from the clock. Attach the white wires to the ACC or accessories wire and the black wire to the ground wire. With the harness, you can normally squeeze the wires into the appropriate junctions without have to splice any wires. Once the wires are squeezed into the appropriate junction of the harness, secure the connections down with electrical tape.

Now would be a good time to test your connections. Make sure there are no exposed wires. Start the engine and check that the gauge backlight turns on when the headlights are turned on. When everything is in working order, harness back onto the center clock and replace the clock pod.

Attach the corrugated wire cover onto the boost hose and wiring harness. At the very bottom of the corrugated wire cover, attach electrical tape to the entire bundle. Make sure there isn't any excess wiring and the boost hose. Excess wiring should be tied down and the boost hose can be trimmed. Make sure neither the wiring or the boost hose hangs down and interferes with the drivers feet.

Replace the driver's side lower instrumentation assembly and bottom steering column cover.

The installation is now complete.

